

PATENT SPECIFICATION

(11)

1 331 348

DRAWINGS ATTACHED

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- (21) Application No. 23571/71 (22) Filed 19 April 1971
 (31) Convention Application Nos. 7 008 327 (32) Filed 9 Mar. 1970
 7 104 377 10 Feb. 1971 in
 (33) France (FR)
 (44) Complete Specification published 26 Sept. 1973
 (51) International Classification F02B 33/34 // 33/36 33/40
 F02D 23/02
 (52) Index at acceptance
 F1B 2B1 2B13D 2B25 2C3A2 2L3A3 2N1 2N13 2N14A
 2N14C 2N14D 2N16A 2N3



(54) IMPROVEMENTS IN SUPERCHARGING SYSTEMS OF ROTARY-PISTON DIESEL ENGINES

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MECANIQUES SAVIEM, a French Body Cor-
porate of 8, Quai Galli ni, Suresnes (Hauts
de Seine) France, do hereby declare the
invention for which we pray that a patent
may be granted to us, and the method by
which it is to be performed to be particu-
larly described in and by the following
statement:—

This invention relates in general to super-
charging systems of rotary-piston Diesel
engines, and has specific reference to im-
provements in or relating to supercharging
systems of this character.

In a prior British patent application No
4490/69 (Serial No 1262138) of January 27,
1969, the Applicants disclosed an arrange-
ment for the compensated supercharging
of a conventional Diesel or compression-
ignition engine in which the possibilities
of high overpressure available through the
use of a turbosupercharger were combined
with the low-speed efficiency of a volumetric
supercharger mounted in series with said
turbosupercharger by providing a variable
speed ratio between the engine and the
volumetric supercharger.

Secondly, in their British patent applica-
tion No 29.731/70 (Serial No 1296916) of
June 18, 1970, the Applicants proposed the
combination, with this supercharging sys-
tem, of a fluid atomizing means adapted,
under low-speed and low-load engine opera-
ting conditions, to add a preliminary air/
fuel mixture to the conventional fuel
injection.

The Applicants have also proposed the
substitution of an ordinary control for the
variable control of the volumetric super-
charger, the effects of this variable control
being nevertheless maintained due to the
drawing off of compressed air whereby the
supercharging pressure could be modified
as a function of the engine speed and load;

this tapped air, instead of being lost or
recycled, was subsequently utilized in an
air pump for cooling the radiator.

Finally, in an improvement of the above-
mentioned control device, a fine variation
of the tapped air output is produced by
using to this end a needle valve for modi-
fying the cross-sectional passage area of the
air pump choke or tube according to the
supercharging pressure.

It was found that with the proposed
arrangement it is possible and particularly
advantageous to reduce the engine compres-
sion ratio or volumetric ratio, for example
by reducing this ratio from 18:1 to 14:1.
The essential advantage resulting from this
ratio reduction is that moderate maximum
pressures are generated with high efficient
mean pressures.

On the other hand, it is known that so-
called rotary or rotary-piston engines are
difficult to operate according to the Diesel
cycle since they can hardly admit a high
compression ratio, due to the considerable
residual dead angle resulting from their
particular kinematics. Beyond a 10:1 com-
pression ratio these rotary piston engines
have excessive over-all dimensions and a
low mechanical efficiency.

It is the essential object of the present
invention to avoid the inconveniences set
forth hereinabove and to permit the oper-
ation according to the Diesel cycle of rotary
piston engines having a low volumetric or
compression ratio, say, of the order of 8
or 8:1.

To this end, the improvement according
to this invention consists in the use of a
turbosupercharger driven from the engine
exhaust gas, an air liquid heat exchanger
and a volumetric supercharger mounted in
series with said turbosupercharger, the
volumetric supercharger being driven at a
speed proportional to the engine speed,
part of the supercharging air being dis-

charged from the connection between the volumetric supercharger and the engine in order to modify the supercharging pressure as a function of the engine power output.

5 However, to perform a two-stage supercharging the aforesaid volumetric supercharger must be capable of compressing fluids up to ratios of the order of 3:1, or even 4:1. Under these conditions it is not
10 possible to use as a volumetric supercharger the Rootes type supercharger with external gear which, due to its poor adiabatic fluid compression efficiency, cannot reasonably exceed compression ratio values of the
15 order of 2:1 without a considerable loss of efficiency. In the present instance, the volumetric supercharger to be used preferably will be that of the internal gear type such as the Planche supercharger adapted to
20 effect an adiabatic compression and provide under satisfactory efficiency conditions the desired ratios of the order of 3:1 to 4:1.

This twin-rotor volumetric supercharger will preferably be so arranged that one of
25 its two rotors, namely the slowest one, is mounted directly to the rotary-engine crankshaft, the other rotor revolving for example at a speed corresponding to twice or one-and-half that of the first rotor. The slow,
30 crankshaft-driven rotor will be used as one of the engine rotor balancing members, the other balancing member consisting of a flywheel disposed on the other side of the engine.

35 As this supercharger operates with a maximum ratio of about 4:1, it will admit a relatively considerable dead angle, that is, will allow a large angle of rotation of the rotor in which compression is taking place,
40 during which, therefore, the engine may stall. The dead angle has an important value due to the rotating demultiplication of the rotor and the relatively low compression ratio, i.e. 4:1.

45 Of course, the improvement of this invention may be combined in a rotary piston Diesel engine with the arrangements already disclosed and suggested in the above-mentioned disclosures, notably the fluid-atomization circuit, the heat-exchanger
50 connected to the exhaust, and the variable-section choke or tube of the air pump, the variable cross-sectional passage area of said choke or tube being adjusted by means of
55 a bellows responsive to the supercharging pressure of the turbosupercharger.

According to a first preferred form of embodiment of the present invention the air drawn from a point located downstream
60 of the volumetric supercharger is utilized in an air pump adapted to convey the air having passed through the water-cooling engine radiator, this air penetrating into this pump through a nozzle disposed at the
65 level of a convergent-divergent passage or

neck of said pump.

According to a second form of embodiment, the air drawn from said point downstream of the volumetric supercharger is injected into the exhaust manifold of the
70 turbine of the turbosupercharger which receives the engine exhaust gas, said manifold delivering in turn its fluid stream into a pump inserted in the air flow for cooling
75 the radiator.

Still according to this second form of embodiment, a needle-valve output adjustment device is also inserted in the air-tapping duct. Thus, the efficiency of the
80 device is improved as a consequence of the resulting reduction of the counter-pressure produced downstream of the exhaust turbine, while improving the tapping of supercharging air, and therefore producing an increment in the pump output and
85 in the throughput of cooling air directed through the engine radiator.

This tapped or drawn air may be injected directly into the exhaust manifold or be preheated through a heat exchanger connected to this manifold. This air is introduced into the manifold either through a central injection nozzle or through an annular injection nozzle.

The performance of this arrangement
95 may be improved as well as that of the complete power unit by utilizing, as an alternative to the aforesaid gear supercharger of the Planche type, a rotary-piston supercharger comprising n peripheral lobes of epicyclic shape, revolving in a stator of conjugate configuration comprising $n+1$ lobes.
100

With superchargers of this character a considerable and regular air output under
105 very high pressures may be obtained, due to the absence of any dead angle. They are perfectly adapted to the rates of operation of rotary engines having a trochoidal rotor with which they constitutes an advantageous combination when the operation of these engines according to the Diesel cycle
110 is contemplated.

This arrangement constitutes an advantageous combination of several factors
115 ensuring a substantial improvement in the final output:

— the supercharging air output and pressure are increased,

— the counter-pressure downstream of the turbine is reduced due to the cooling of the gas by the tapping air, and the gas is accelerated by the pump effect of this drawn air,
120

— the radiator cooling air circulation rate is increased due to the increased induction effect resulting from the addition of the turbine exhaust flow,
125

— this exhaust flow is diluted and cooled considerably before being vented to
130

the free atmosphere,

— the turbine exhaust noise is damped out.

For a better understanding of the invention, and to show how the same may be carried into effect, reference will now be directed to the attached drawings illustrating diagrammatically by way of example two typical forms of embodiment of the invention. In the drawings:

— Figure 1 is the general diagram of the arrangement according to this invention;

— Figure 2 is a diagrammatic sectional view of the rotary piston engine, the section being taken along the line A-A of Figure 1;

— Figure 3 is a general diagram of the arrangement comprising means for injecting tapped air by means of a central injector downstream of the turbine;

— Figure 4 is a diagrammatic sectional view showing a lobe-type rotary volumetric supercharger, and

— Figure 5 is another general diagram showing a modified arrangement in which the drawn air is injected into the exhaust manifold by means of an induction pump comprising an annular injector or nozzle.

Referring first to Figure 1, this diagram shows a rotary-piston Diesel engine comprising a stator 1, a rotor 2 and a crankshaft 3 having right-hand and left-hand ends denoted 4 and 5, respectively. The rotary engine fuel injector is shown diagrammatically at 6, as well as its induction pipe 7 and exhaust pipe 8. At the right-hand end of crankshaft 3 the latter carries a flywheel 9 having a counterweight 10. The left-hand end of crankshaft 3 carries the slow rotor 11' of a volumetric supercharger 11, this rotor 11' being provided with a balance weight 12; the other rotor or fast rotor is not visible in Figure 1; the induction ports 13 of the supercharger are connected to a pipe 14 connecting the centrifugal blower 15 of a turbosupercharger 16 to this volumetric supercharger, as shown. The pipe 14 extends through an air/water heat exchanger 17 adapted to cool or heat, according to the momentary conditions of operation, the induction air from the engine cooling water radiator 29. The exhaust pipe 8 delivers the exhaust gas from the engine to the turbine proper 18 of turbosupercharger 16. Connected to the delivery port 19 of volumetric supercharger 11 is a single pipe 20 co-extensive with the rotary engine induction pipe 7.

Branched off this pipe 20 is a tapping pipe 21 directing the excess compressed air into an air/gas heat exchanger 22, then via a pipe 37 to an injection nozzle 38; this nozzle 38 opens into the neck 26 of an air pump comprising a divergent 27 and a convergent 28, the latter surrounding the

engine radiator 29 with the assistance of a suitable sheath. The nozzle orifice 40 has a variable cross-sectional passage area adapted to be adjusted as a function of the axial position of a needle valve 41. This needle valve 41 is controlled by a rod 42 from a bellows 44 responsive to a return spring 45; the inner space of this bellows 44 communicates via a pipe 46 with the outlet of the centrifugal blower 15 and is therefore constantly kept at the supercharging pressure.

It will be noted that to a compression ratio of, say, 8:1 there corresponds a similar expansion ratio in the rotary Diesel engine; the exhaust gas pressures, when the exhaust port connected to pipe 8 is opened, will be higher than in a conventional Diesel piston engine. Apparently, it would be desirable to protract this expansion by using volumetric means. In fact, it is well known in the art that it is not advantageous to extend the expansion time through volumetric means below a certain limit pressure. Now the arrangement illustrated lies substantially at this pressure limit; to obtain a satisfactory efficiency, it is only necessary that the turbine 18 be designed accordingly, i.e., with a view to derive the best possible efficiency from the exhaust pressure values.

Of course, the fluid atomizing systems described in the above-mentioned Applicants' patents and opening into the inlet of the volumetric supercharger are applicable to the present instance, these various circuits opening at 23 into the duct 14, upstream of the inlet port 13 of the volumetric supercharger.

The above-described arrangement operates as follows:

Under low power output conditions the pressure created in pipe 14 by the centrifugal blower 15 is relatively low. On the other hand, the volumetric supercharger 11 increases this pressure considerably in the induction and tapping pipes 7 and 21, respectively. However, the outlet of tapping pipe 21 is closed by needle valve 41. The low pressure prevailing in pipe 46 is not sufficient to overcome the force exerted by spring 45 on the bellows 44, rod 42 and needle valve 41. Under these conditions all the supercharging power likely to be developed by the turbosupercharger 16 and volumetric supercharger 11 is preserved and applied to the engine 1, i.e. when this power is really needed by the engine.

When the engine 1 operates at a high power rating the turbosupercharger 16 delivers a high pressure to pipe 14. The volumetric supercharger would tend to further increase this pressure but beyond a predetermined pressure built up downstream of the centrifugal blower 15 and therefore in the bellows 44 connected there-

to causes the spring 45 to yield and thus needle valve 41 will be pulled upwards to open the orifice of nozzle 38. Thus, the outputs of turbosupercharger 16 and volumetric supercharger 11 are directed at the same time into the induction pipe 7 of engine 1 and into the tapping pipe 21, the latter thus receiving compressed air at a rate increasing with the engine power output.

The ratio of the volume generated by the volumetric supercharger to the volume generated by the engine is no more an expression of the engine supercharging and this ratio may become proportionally very low. This result is generally desirable and was actually obtained with the variable control disclosed in the aforesaid British patent application No 4490/69 (Serial No 1,262,138) of January 27, 1969.

It may be noted that the combination of the air pump with the heat exchanger 17 constitutes a kind of automatic regulator. In fact, in case of insufficient pump operation the temperature of the cooling water will increase in radiator 29 and heat exchanger 17. Under these conditions, this exchanger 17 will transfer more heat energy to the induction air of the pump; the pump output is thus increased and the cooling action improved accordingly.

The air/gas heat exchanger 22 will heat the diverted induction air by means of the exhaust gas. As a result, the induction power available across the nozzle 38 is increased.

According to another embodiment of this invention the air discharged from between the volumetric supercharger and the engine is injected into the turbine delivery duct, i.e. downstream of the turbosupercharger.

Figure 3 illustrates a rotary-piston Diesel engine comprising a stator 51, a rotor 52 and a crankshaft 53 having right-hand and left-hand ends designated by the reference numerals 54 and 55 respectively. The rotary engine fuel injector is shown at 6 in Figure 2; the induction pipe 57 and exhaust pipe 58 have the same relative arrangement as shown diagrammatically in Figure 2. The right-hand end 54 of crankshaft 53 carries a flywheel 59 having a balance or counter weight 60. The left-hand end 55 of crankshaft 53 carries the rotor 61' of a volumetric supercharger 61, this slow rotor 61' carrying a balance weight 62; the inlet ports of this supercharger are connected to a pipe 64 extending from the centrifugal blower 65 of a turbosupercharger 66. The pipe 64 extends through an air/water heat exchanger 67 adapted to cool or heat, according to operating conditions, the induction air from the engine cooling water radiator. The exhaust pipe 58 delivers the exhaust gas to the turbine 68 of turbosupercharger 66.

The delivery port 69 of the volumetric supercharger 61 is connected to a single pipe 70 connected in turn to the induction pipe 57 of the rotary engine 51; branched off this pipe 70, 57 is a tapping or drawing pipe 71 directing the excess compressed air firstly through an air/gas heat exchanger 72 (Figure 5), then via another pipe 87 to a nozzle 88 of an air pump 97 opening into the exhaust pipe 98 downstream of the turbine 68. This exhaust pipe is connected in turn to an annular injector surrounding the neck 76 of an air pump 99, between a divergent 77 and a convergent 78, the latter surrounding in turn the engine cooling radiator 79 by means of a suitable sheath or duct.

The volumetric supercharger 61 may be for example of the rotary piston type (Figure 4), i.e. comprising rotary pistons 51 with n peripheral lobes 52 having an epicyclic shape and revolving in a stator 53 having a conjugate contour and $n+1$ lobes.

The induction air input is adapted to vary according to the position of needle valve 91. The shape of this needle valve 91 may be either tapered or have a contour comprising a curvilinear generatrix. This needle valve 91 responsive through a rod 92 to a bellows 94 is normally urged to its closed position by a spring 95; the inner space of bellows 94 communicates via a pipe 96 with the delivery pipe of centrifugal blower 65 and is therefore responsive to the supercharging pressure (Figure 3).

The above-described modified arrangement operates as follows:

Under low engine power rating conditions the pressure created in pipe 64 by the centrifugal blower 65 is relatively low. On the other hand, this pressure is increased considerably by the volumetric supercharger 61 in the induction and tapping pipes 57 and 71. However, the outlet of tapping pipe 71 is closed by the needle valve 91. The moderate pressure prevailing in pipe 96 is not sufficient to overcome the force exerted by spring 95 on the bellows 94, rod 92 and needle valve 91. Therefore all the supercharging air delivered by the turbosupercharger 66 and volumetric supercharger 61 is preserved and applied to the engine 51, i.e. when this supply is most needed by the engine.

When the engine 51 operates at a high-power rating (see also the form of embodiment illustrated in Figure 5) the turbosupercharger 66 delivers high pressure air into pipe 64. The volumetric supercharger 61 would tend to further increase this pressure; however, beyond a predetermined threshold of the pressure prevailing downstream of the centrifugal blower 65 and therefore in the bellows 94, the spring 95

yields and the needle valve 91 is retracted (Figure 3) or moved to the left (Figure 5), thus opening the orifice 90 thereof. The turbosupercharger 66 and volumetric supercharger 61 will thus deliver compressed air both into the induction pipe 57 of engine 51 and into the pipe 71, the amount of air discharged through this pipe 71 increasing with the engine power output.

10 This air, possibly after having been pre-heated in the heat exchanger 72 (Figure 5), is injected by the nozzle 83 of the air pump 97 into the pipe 98 so as to accelerate therein the exhaust gas flow by a combined thermal and kinetic action. The thus accelerated flow is directed into the annular inductor of the second air pump 99 of an annular peripheric type having a cross-sectional area sufficient to avoid the development of any counter-pressure, so as to induce therein an air flow for cooling the radiator 79 as in the case illustrated in Figure 3, but with a considerably higher output.

25 It should be noted that the combined use of air pumps and a heat exchanger 67 provides an automatic regulation. In fact, in case of insufficient pump operation the temperature of the cooling water will increase in radiator 79 and heat exchanger 67. This exchanger 67 then transfers more energy to the pump induction air, thus increasing the pump energy, and the cooling action is improved accordingly.

35 WHAT WE CLAIM IS:—

1. An improvement in the supercharging of rotary-piston Diesel engines cooled by an air-liquid heat exchanger including a radiator, wherein it comprises a turbosupercharger driven from the engine exhaust gas, an air/liquid heat exchanger and a volumetric supercharger mounted in series with said turbosupercharger, said volumetric supercharger being driven at a speed proportional to the engine speed, part of the supercharging air being discharged from the connection between the volumetric supercharger and the engine in order to modify the supercharging pressure as a function of the engine power output.

2. An improvement as claimed in claim 1, wherein said volumetric supercharger is of the internal-gear Planche type.

3. An improvement as claimed in claim 2, wherein a slow rotor of the volumetric supercharger is carried by the shaft of the rotary piston of the engine and acts as a balancing weight to this rotary piston.

4. An improvement as claimed in any of claims 1 to 3, wherein the discharge compressed air is utilised in an air pump for cooling the radiator.

5. An improvement as claimed in claim 4, wherein the nozzle of the air pump is

of the adjustable-opening type and responsive to the supercharging air pressure downstream of said turbosupercharger.

6. An improvement as claimed in claim 5, wherein the nozzle opening is modified by means of a needle valve having a tapered configuration or a curvilinear generatrix, said needle valve being actuated by a control rod urged by a return spring and responsive to a bellows to which the supercharging pressure is communicated.

7. An improvement as claimed in any of claims 1 to 6, wherein a fluid atomizing circuit is connected to the inlet of said volumetric supercharger.

8. An improvement as claimed in any of claims 1 to 7, wherein an air/gas heat exchanger is added to the exhaust pipe for reheating the air supplied to said air pump.

9. An improvement as claimed in claim 1, wherein means are provided for injecting the air drawn from the connection between the volumetric supercharger and the engine into the exhaust pipe of said turbine.

10. An improvement as claimed in claim 9, wherein the gas from said turbine exhaust pipe is directed into an induction pump.

11. An improvement as claimed in claim 10, wherein said radiator is disposed upstream of a convergent section and of a neck surrounding a second pump supplied from said induction pump via said exhaust pipe, said neck being followed by a divergent section in order to increase the cooling of said radiator.

12. An improvement as claimed in any of claims 9 to 11, wherein an adjustable orifice is provided in the pipe leading to said induction pump for controlling the amount of air drawn therefrom.

13. An improvement as claimed in claim 12, wherein a needle valve having a tapered shape or a contour having a curvilinear generatrix is provided to control the size of said adjustable orifice, said needle valve rigid with a rod being urged by a return spring to its seated position and responsive to a bellows to which the supercharging pressure is applied.

14. An improvement as claimed in any of claims 9 to 13, wherein an air/gas exchanger is inserted in the exhaust pipe for reheating the air drawn from the connection between said volumetric supercharger and the engine and delivered to said induction pump.

15. An improvement as claimed in any of claims 9 to 14, wherein at least the nozzles of said second air pumps are of the annular peripheric type.

16. An improvement according to any of claims 9 to 15, wherein said volumetric supercharger is of the rotary piston type, the rotary piston having n peripheral lobes

of epicyclic contour revolving in a stator of conjugate contour comprising $n+1$ lobes.

- 5 17. An improvement in the supercharging of rotary-piston Diesel engines cooled by a radiator substantially as described herein with reference to the accompanying drawings.

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Printed for Her Majesty's Stationery Office by The Tweeddale Press Ltd., Berwick-upon-Tweed, 1973.
Published at the Patent Office, 25 Southampton Buildings, London, WC2A 1AY, from which copies
may be obtained.

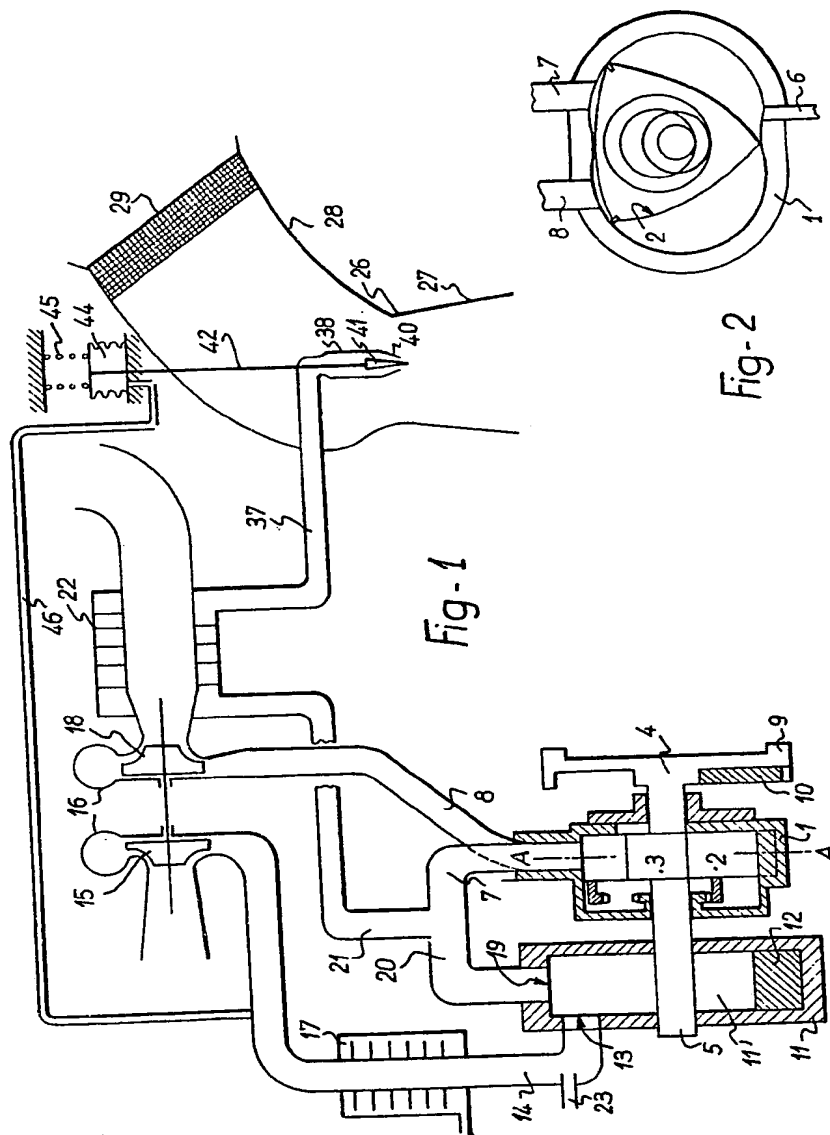
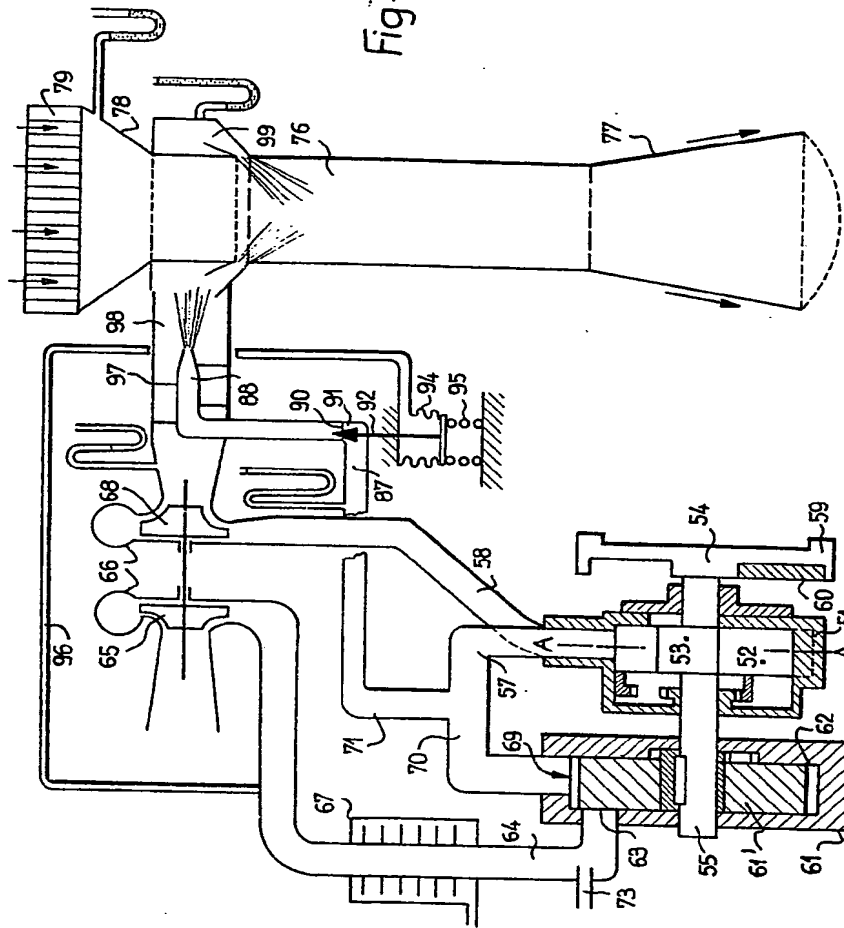
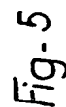
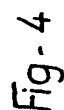


Fig. 3





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